



Published by Astoria Marine Construction Company Workers

VOL. 2

ASTORIA, OREGON * JANUARY, 1953

NO. 7



On Wednesday, December 17, AMCCO moved into the national Naval spotlight when the Supervisor of Shipbuilding, USN, announced the yard's selection as lead shipyard in the country in construction of Type I minesweepers.

The announcement climaxed the visit of officials from the Bureau of Ships, Supervisor of Shipbuilding, USN, New York, other interested Navy activities and from Philip Rhodes Company, design and central purchasing agent for the minesweeper program.

AMCCO was selected by the Bureau of Ships for the distinction of being lead yard because of its advanced progress in construction of AM-428, the USS Dash. Through

well-planned yet rapid work, AMCCO supervisors and men had made progress on the Dash ahead of other ships in the Type I program, and it was on this basis and because of the fact that the yard willingly accepted extra work further to expedite that it was selected as the most likely yard to complete a ship first.

As the ship progresses, design conflicts will have to be reconciled by AMCCO engineers in cooperation with the Supervisor of Shipbuilding, Astoria. New problems, unique to this type of vessel, will have to be solved as the Dash leads the way in development of this last work in the non-magnetic minesweepers.

In the spring, trials will be conducted by AMCCO and Navy officials before the completed ship is presented to the Navy.

Among those who attended the December conference at AMCCO were the following: from the office of the Supervisor of Shipbuilding, New York, Lt. Blome, Mr. D. H. Ward, Mr. A. H. Coffin and Mr. M. Grob; from Supervisor of Shipbuilding, Seattle, Lt. E. E. Montgomery; from Navy Ship Scheduling Activity, Philadelphia, Mr. J. W. Hamilton; from the Bureau of Ships, Washington, D. C., Mr. L. C. Ellis and Mr. R. D. Roderick; from Philip L. Rhodes Company, Mr. Sam Miraldi, Mr. William J. Dittmer and Mr. Robert Johnson.

AMCCO LOG

Published periodically by
Astoria Marine Construction
Company Workers

Vol. II --- NO. 7

Gene Hall Editor
Joe Tursi Assoc. Ed.
Allen Bernhoff . . . Assoc. Ed.
Grace Parsons . . . Womens' Editor
John Griffith Sports
Bill Roundy Cartoonist
Paul Hedman . . . Photographer

A Big Time Had at Amcco Plant Party

Everyone became anxious as the afternoon hours slipped by December 24, until, at 3:30 the whistle blew, and all of AMCCO, Tongue Point, Port Docks and L&C, assembled in the main yard building to celebrate the Christmas holiday.

From a platform near the partly-completed AM's, Joe Dyer spoke of the work of the past year. He expressed the wish for a happy holiday season for everyone and a successful new year. He called Nurse Bess "Robbie" Tenny to the platform to receive a gold-engraved, ribboned plaque for "launching" the USS Detector.

Because of the storm on December 4, the Detector was christened but not launched.

On Friday, December 5, the storm subsided and it was possible to launch the ship. Robbie swung a Coke bottle, striking the Detector just as she began to slide down the ways.

Joe announced the presentation of Christmas gifts for everyone and then introduced George Sheahan, AMCCO treasurer, who described the newly-established retirement program.

Returning to the mike, Joe concluded with the recommendation that everyone join in the holiday spirits at the refreshment stand, with the thought that Tom and Jerries be followed with hot coffee for safe driving home.



AMCCO men and women queue up before and around the Tom and Jerry stand at the yard Christmas party. There was plenty for all, and an abundance of hot coffee, too. Many read the retirement program folder while they waited.



ROBBIE LAUNCHES USS DETECTOR



On December 24, Joe presented Robbie with a plaque in honor of her "launching" of the USS Detector.



On December 5, Robbie "launched" the USS Detector with a hearty swing of a Coke bottle.



The refreshment crew, captained by Joe Tursi and Allen Bernhoff, served the gang after making earlier preparations. Assisting Joe and Allen were "Sheney" Peterson, Willard Larson, Cliff Magnuson, Phil Thompson, Gordon Callahan, Leland Westley, Dallas Schalk and John Miller.



Amcco Girls Hold Christmas Get Together

All of the girls who could, attended the Christmas party at Robbie's. Pictured above are, standing, left to right, Betty Dailey and Eleanor Ewenson; seated, front row, Helen Keep, Helen Bray, Maxine Sanden, Phyllis Wentz, Patricia White, Janice McCall and Joyce Kanoff; seated, in back to right of tree, Robbie, Grace Parsons, Lorraine Kaufman, Flossie Jackson, Betty Christensem and Esther Juntti. Gloria Harestad and Beverly Hawks had to leave before the pictures were taken. Also absent from the picture is Lee Best, who was in the hospital with a serious cold.

The girls from the offices had their traditional exchange of Christmas gifts at an evening party at Robbie's home, Friday, December 19. Gifts had previously been given at a Friday luncheon. With the accounting move to Port Docks, the luncheon plan became more difficult, so everyone was glad when Robbie issued an invitation to have an after-hours party at her home.

Refreshments of tiny, vari-shaped sandwiches and cookies were made by Mrs. Lilly Swanson, Eleanor Ewenson's mother. Tom and Jerry's were also served.



Left: Betty Christensem, Maxine Sanden and Grace Parsons sample chocolates sent to the girls for their party by Gene Hall.

Right: Lorraine Kaufman, Helen Bray, Helen Keep, Phyllis Wentz and Betty Dailey watch as Janice McCall opens her gift, a washcloth lamb on a stand of soap.



Amcco First Aid Group Held Big Christmas Party



The First Aid Squad played host to the Safety Committee at a special Christmas-New Year's celebration party Monday evening, December 29. The event was held at the Community Hall in City Park, which had been gladly decorated for the holiday season.

Highlight of the evening was the showing of several short films, including travelogues on fishing spots and on Yellowstone Park, a reel on guns and hunting and a safety picture featuring Abbott and Costello.

Bill Earl, leader of the First Aid Squad, spoke on yard safety and the important

role played by the Squad and the Safety Committee.

Sandwiches, baked beans and coffee were served by Mrs. Al Rytsala to top the party's program.

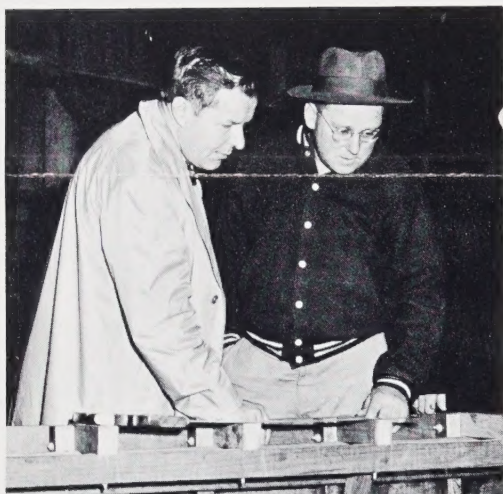
Among those who attended were Safety Director Paul Chalmers, Personnel Manager Gene Hall, Heinz Fick, Bud McGougan, Pete Miller, C. K. Hillard, Bill Maki, Joe Tursi, Joe Bowlsby, Cliff Magnuson, Leland Westley, Deauard Swindler, Ken Pettett, Charles Moore, Glen Kamm, Karl Bock, Bob Taylor, Al Rytsala, Clarence Kulland, Paul Hedman and Lynn Jones, Industrial Hospital representative.



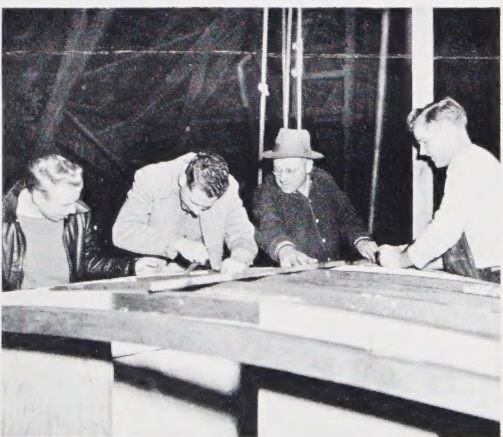
AMCCO CO-PARTNER WITH OREGON IN CAREERS-FOR-YOUTH PROGRAM

BY WILLIAM E. KIMSEY

Oregon Commissioner of Labor
Chairman, Oregon Apprenticeship Council



"One-Man Minesweeper" Sergei Aalto, left, has a double interest in the apprentices who help make wooden minesweepers for AMCCO. Aalto, shown here inspecting hull of the classroom runabout with Instructor Paul Tolonen, is an ex-frogman of the USN and has discovered his share of mines. He is also liaison man for the Oregon Apprenticeship Council in the Astoria area. Aalto is working in Oregon through the U.S. Bureau of Apprenticeship which attests the interest of the federal government in Oregon's apprenticeship program.



It took five classroom periods for John Omundson (extreme right) to fair the breast hook of the classroom runabout. Results suited him apparently for when this picture was about to be taken he remarked sagely: "You work and work and it looks like no results and eventually there you are!"

Beside John (and beneath the hat) is Instructor Tolonen, appraising the technique being used by Earl Graham, Bob Tenny, with five months apprenticeship behind him, watches intently, too.

"Shipbuilding is no school deal! You got to learn shipbuilding in a yard!"

That, flatly, is the dictum voiced recently by young John D. Omundson, apprentice shipwright indentured to the Astoria Marine Construction Co. with the approval of the Oregon Apprenticeship Council.

Young John's opinion fits to a "T" the principle behind the State of Oregon's plan for teaching young Oregonians lifetime trades. Through the apprenticeship council it emphasizes that the best place for a young person to develop the manipulative skills of any trade is--on the job--learning its work-processes in a practical way from master craftsmen.

There are 14 shipwright apprentices learning their chosen craft in the yards of AMCCO and they are typical of the 1789 youngsters over the state between the ages of 16 and 24, who are being guided in their on-the-job training by the Oregon Apprenticeship Council. AMCCO's 14 fledgling boat-builders are representative of the investment being made by the State of Oregon in its industrial-careers-for-youth program. AMCCO is representative of an Oregon hometown industry which in a cooperative educational venture with the state has opened its doors to local youth offering them on-the-job learning situations.

As a council-approved training plant AMCCO works directly with the Astoria Carpenters and Shipwrights Trade Apprenticeship Committee, a committee composed entirely of employers and skilled workmen from the Astoria area, men who are interested in promoting apprenticeship within their trade.

This committee, working under the apprenticeship plan of the Oregon council, screens all high school graduates applying for apprenticeship in the boat-building trade for the Astoria area. It selects candidates on the basis of aptitude and interest in the craft and on ability to master it. In addition, the Astoria committee has established a 500-hour on-the-job probationary period as a check to weed out possible misfits.

It's no snap course these AMCCO lads are taking. The shipbuilding industry depends upon the graduation of well-rounded apprentices into its journeyman ranks. To insure that each boy learns the various branches of boat-building and becomes



Instructor Tolonen says serious-looking Charles Hancock swings a skilled caulking hammer on the classroom runabout. Charles has three years to go before he takes his examination for the Bureau of Labor's Certificate of Journeymanship.



Related classroom training is an important part of the Oregon Apprenticeship plan. Sometimes the bigness of modern industrial operations tends to overwhelm and bewilder the beginning apprentice. In the classroom under expert instructors he gets a chance to orient himself to his craft.

Here a group of AMCCO apprentices swarm over the 26' classroom cruiser, each intent on his part of construction. One young apprentice with a few months apprenticeship under his belt appraised the classroom project: "You can see the whole thing. It takes on meaning."

skilled in each of them, the Astoria trade committee has set up a schedule of work-processes for council-approved yards in the area. Following this schedule AMCCO gives each of its apprentices experience in hull construction, fairing up, outfitting, spar making, launching, dry docking, stage building and rigging. The Astoria committee, also, holds each apprentice responsible for familiarizing himself with all the tools in the carpenter's kit as well as learning how to handle the adz, the broadax and other ship's tools. To determine the quality of each boy's performance on the job, the committee examines him at regular intervals with the results forwarded to the state apprenticeship council.

In addition to his work in the yards, each apprentice must put in a total of 576 hours of classroom study--on his own time and at his own expense. AMCCO's "14" meet twice each week for a several-hour stint at the Hess Boat House under instructor Paul Tolonen of the Columbia Boat Building Company. Tolonen, appointed by the Astoria School Board, teaches the boys the theory related to their craft from lesson plans formulated for apprentice shipwrights by the State Department of Vocational Education. These include lectures and assignments in blue print reading, mathematics, mechanical drawing, stress and strain, welding theory, mold loft layout, templet making, spiling, planking, cable splicing, steel and wooden hull construction, economics and labor law.

The young shipwrights have a classroom "guinea pig" on which they test the theories taught by Instructor Tolonen. The "guinea pig" is a 26 foot runabout which the boys are constructing. The boat has her hull about completed and the boys are seeing her right through -- from fairing up on the loft floor to outfitting the last bunk and locker.

Hess' Boat House is a busy place on class nights with 14 boys busy at their respective jobs on the little runabout. And Paul Tolonen is a busier man as he answers questions fired by 14 eager young craftsmen, demonstrates a new technique, tells a brand-new apprentice the correct temperature for a pot of glue, or shows a bungling lad who is "all thumbs" a more skillful method of caulking.

It is in the classroom that the young apprentices get an overall perspective of their craft. As Tolonen points out, class work is a valuable adjunct to yard work. "Here, they get the complete picture of boat-building. They see things in the whole and get the feeling of shipbuilding." Nineteen-year-old Ronnie Larson with ten months of apprenticeship behind him echoes this: "On this big stuff in the yard you got to follow the operation to know what it's all about. You learn more on the small boats like this." In other words the classroom work gives meaning to the "big stuff" done in the yards.

The work in the yard and the work in the classroom adds up to a state-sponsored 4-year education in shipbuilding. When it is over the Astoria committee gives a final examination. If the apprentice is found full

(Cont. on page 6, col. 1)



On the job, Shipwright Foremen Gib Larsen, (extreme left) and Bill Maki (second from right) explain plans for engine beds to apprentices Gene Nelson, Charles Hancock and Roger Nordlund.



Measuring for bulkhead sheathing is another process in apprentice training at the yard. Here, Charles Malagamba, left, and John Puranen, third from left, both shipwright foremen, show the methods to Bob Tenny, Bob Brown and Bill Rice.



An advanced phase of the apprentice program is door-hanging and other finishing touches. In this photo, George Huhtala, right, shipwright foreman, helps Gordon Roberts and Glen Larsen measure and clamp a door.



Work on the minesweepers goes on as apprentices learn about shipbuilding. A scene on AM-481 shows Gust Suominen, shipwright foreman at left and John Omundson, superintendent of hull construction directly behind Gust, directing Ron Larson, Clarence Larsen and Dick Jensen in placement of framing for the sonar chest.



Federal, state and local representatives discuss the apprenticeship program at a special meeting. From left are Gene Hall, AMCCO personnel manager; A.C. Hoggan, director of Oregon Apprenticeship Council; Arvid Jacobsen, delegate of Astoria Carpenters and Shipwrights Trade Committee; Bob Morrison, chairman of Astoria Apprenticeship Council; Bud Hess, delegate of District Council of Carpenters; Hjalmer Hjorten, shipwright delegate; Jack Cadonau, chairman of Trade Committee; Harold Gedenberg, shipwright delegate; James Larson, Building Trades Committee delegate; S.K. Aalto, U.S. Bureau of Apprenticeship; John Hiestand, vocational coordinator for Astoria school district; and Roy Carver, U.S. Bureau of Apprenticeship.

CERTIFICATE AWARDED



Joe Dyer presented a check from AMCCO to March of Dimes Chairman John Hope, as representative of the first Astoria business firm to contribute to the January drive for infantile paralysis. The presentation was made Saturday, January 10. Mrs. Charles Leicht, who will lead the Astoria Mothers March, was at March of Dimes headquarters when AMCCO's gift was given.

Naval installations at Tongue Point received a certificate of commendation for contributions totalling \$4,560 to to the 1952 March of Dimes. The certificate was presented Tuesday, December 6, by Gene Malecki, state representative for the National Foundation for Infantile Paralysis. Receiving the award were Capt. J.D. Shaw for Columbia River Group personnel, Capt. C.A. Legg for Subgroup I personnel, Capt. P.S. Tambling for Subgroup II personnel and Capt. E.A. McFall for Naval Station personnel.

In the picture at left are Clatsop County Chairman John Hope of 1953 March of Dimes, Capt. Shaw, Capt. McFall, Chairman Gene Hall of 1952 March of Dimes and Malecki.



AMCCO Co-Partner

(Cont. from page 5, col. 2)

of knowledge and possessing the right amount of skill he will be recommended to the Oregon Apprenticeship Council for the Bureau of Labor's Certificate of Journeyman'ship.

AMCCO's apprentices are not a cocky bunch of adolescents. They are not drifters or boys out for an easy dollar. They are hometown boys, most of them graduates of Astoria High School. Since AMCCO's apprentices start at 68% of the journeyman's pay and are increased as their skill and value increases, most of them can support a wife and a good percentage of them are married.

Apprenticeship at AMCCO as elsewhere, requires stability, responsibility and the right attitude toward the job. The serious purpose animating these young apprentice shipwrights was expressed recently by Roy Wing, who started his apprenticeship with AMCCO 9 months ago. Wing spoke for all the boys when he said: "We got a long ways to go and we'll still be learning when it's over!"

Here are some pictures of AMCCO's apprentices at work and in the classroom. Their days of career-hunting are behind them. To a man they acknowledge they like their new trade and are satisfied with it. They are glad to be learning a trade close to home, too. "I like Astoria" crops up again and again in their conversations.

The contented hands of the boys pictured here will continue the quality of American ships and perpetuate an honorable and ancient craft. These are AMCCO's apprentices learning to do a job well in order to keep America's ships on the seas during peace and in war. AMCCO is proud of them. The State of Oregon is proud of them.

AMCCO FEATURED

Pacific Powerland, publication of Pacific Power and Light Company, ran a special feature on AMCCO's minesweeper program in its Winter 1952 issue. The story was accompanied by a number of photographs of different AMCCO craft, an aerial view of the yard, production scenes, and a giant-size bow shot of AM-428.

AMCCO MAN HEADS MACHINISTS



Two AMCCO men played leading roles in the Machinists Local #26 recent presidential change. Art Speke, left in above photo, incoming president, took the gavel from Art Burgess, retiring president after seven terms.

Speke has been with AMCCO since 1948 and is a machinist leadman at Tongue Point. He is 43 years old. He and his wife were married July 20, 1947. Before coming to AMCCO, Speke was a marine engineer, traveling along the coast on various U. S. Maritime service ships. He was born in Wales. During World War II, he served five years in the Australian army in the South Pacific and North Africa.

Art Burgess will leave office January 21. He has been at AMCCO two years as general machinist. He and his wife have been married 41 years and will observe their 42nd anniversary June 30. Art is 67 and has been in machinist work for 50 years.

AMCCO HAS NEW RETIREMENT PROGRAM

George Sheahan, AMCCO treasurer, announced it at the Christmas party and the booklet with the porthole cover explained it . . . AMCCO's new retirement program. Within the first pages of the booklet was a letter to all AMCCO personnel from Joe Dyer. It read in part:

"Many of you have spent the greater part of your adult life with us during our twenty-eight years of shipbuilding activity and we have long had a desire to express in a practical way our appreciation and gratitude for your loyalty and cooperation. Also, we are anxious to provide incentive for the increasing number of newer employees who are contributing to our progress."

For these reasons, retirement plans had long been studied, until the best possible was arranged with Aetna Life Insurance Company, effective October 1, 1952.

Costs of all benefits covered by the Plan will be paid by AMCCO. If an employee had completed at least one year of service and had not reached his 75th birthday on October 1 he became a member of the Plan. Those who were not eligible at that time will be so on the October 1 following completion of one year of service if they have not reached their 65th birthday.

Certificates of membership will be presented to all members. Those who end their service and are later re-employed are considered new employees.

A complete description of the Plan is contained in the booklet. It explains retirement dates, relationship to Social Security benefits, service after retirement date, and particular plans for employees with less than five years or more than five years of service.

Anyone who may have questions concerning the Plan should consult Joe Dyer or George Sheahan about them.

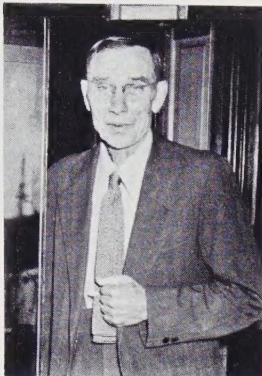
10 YEARS OF SERVICE



John Schoessler, well-known AMCCO watchman, completed ten years of continuous service on January 21. The above photo was taken the day John went to work in 1943. In all that time, he missed only five days, which were spent in the hospital....a record to be congratulated.

OUR FACES ARE RED

We're blushing ---for we mixed up names last month. Credit for construction of the Columbia model should have gone to Gust Suominen, L&C shipwright foreman. Gust has worked for AMCCO at various times since 1931.



He came to Astoria in 1915 from Melbourne, Australia. He was 29 then, and had been sailing about the world since he was 14. He was born in Finland, June 22, 1886, but never sailed on Finnish ships.

During his first year in Astoria, Gust did some fishing and logging. He became a shipyard worker during the first World War, at what was then the Wilson shipyard.

In March, 1930, he became a United States citizen. In the following year he went to work for AMCCO and continued until 1935. From 1935 until 1941 he was a longshoreman. Since that time he has worked for AMCCO continuously.

As an experienced shipwright, Gust is also a carpenter and has built three homes in Astoria. The first he did in 1918, the second in 1938 and the last in 1946. He now lives with his wife Soffia in the second home which he built. His step-daughter, Mrs. Sylvia Lanham, lives in the third home nearby.

Gust has been an active union member, in the Shipwrights Local #2084. From 1950 through 1952 he was president. He is also a member of the Eagles lodge and the Finnish Brotherhood.

MEET ROXY HANSEN



Roxy Hansen does a masterful job of sweeping up about the plant now that he's mechanized his barrow with Ford V-8 Low Gear. It's dim, but someone playfully filled in an "S" before the low. Watching Roxy work, though, anyone'd know the "S"-low doesn't apply. When the work's all done, he's apt to be found harmonizing with the broom.

DEPARTMENTS MOVE

Illustrative of the many changes made during December is this view of the recently completed first aid room. To prove that even members of the First Aid Squad need treatment occasionally (and take care of their injuries right away) Glen Kamm stopped by for a finger repair just as the photographer was snapping pictures. Robbie gave the wound prompt attention. The picture shows some of the equipment installed in late December, with cupboards, sink and work space in the background.



December was a month of changes. On Saturday, December 13, the entire accounting department under Lou Schairer's supervision moved to Pier I at Port Docks.

During the week that followed, the offices of John Keatley and George Sheahan were moved into the former accounting rooms above the main Lewis and Clark offices.

Later, an office for Joe Tursi was arranged in the first floor of the administration office building. The invoicing room was

completely remodeled with new desks and file re-arrangement.

On December 29, the personnel department moved from its downtown office to a new location at Pier I.

To round out the order of changes, Robbie's scattered first aid belongings were brought under one roof in the shining, well-equipped nurse's office. Adjoining the new first aid room is the blueprint department, which was also moved to provide more space and better facilities.

GUESS WHO?

For January, we chose a serious child's photograph. His hair is graying now, but he is still serious...a watchful man who has always been punctual in his some ten years of L&C service to AMCCO. Does the expression remind you of someone?



Three Tongue Point men scored on their guess of last month's "baby" at about the same time. They discovered Earl Addington and he awarded them the \$5, which they gave to the March of Dimes. Pictured at left are Earl, as he looks today, handing over the prize, and left to right, Allen Bernhoff, Jim O'Connor and Frank Enz.

LOST TIME ACCIDENTS December

BERYL TODD (T.P. Machinist) Strained abdominal muscles. Lost 3 days.

LEONARD SOLMINEN (T.P. Welder's Helper) Strained muscles, chest. Lost 5 days.

ARNOLD KIVIAHO (T.P. Machinist) Bruised left foot. Lost 1 day.

GEORGE BOESE (T.P. Machinist) Broken bones, right hand. Lost 3 days.

GEORGE ZIVIC (L&C Painter's helper) Chemical burns, both eyes. Lost 1 day.

CHARLES GALUSHA (L&C Shipwright) Sprained left ankle. Lost 1 day.

EINAR OLSON (L&C Rigger) Chipped left knee. Lost 4 days.

CHARLES THOMPSON (L&C Fastener) Strained back muscles. Lost 3 days.

DU WAYNE SCHAEFFER (L&C Machinist) Bruised left shoulder. Lost 1 day.

UNO SWENSK (L&C Shipwright) Chemical burn - right eye. Lost 1 day.

JOHN BUGG (L&C Pipefitter's helper) Hernia. Probably will lose 4 - 6 weeks.

SAFETY SCORE

TIME LOSS ACCIDENTS

Tongue Point ----- 4
L & C Yard ----- 7

INQUIRING REPORTER



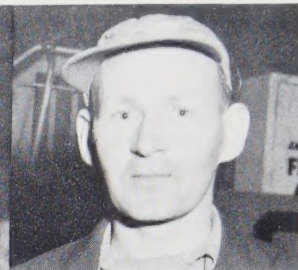
Ray Sippola, supervisor, production control at Tongue Point, capped the \$5 award for the question of the month. Ray suggested, "What's your New Year's resolution". Answers varied from no drinks to more drinks.



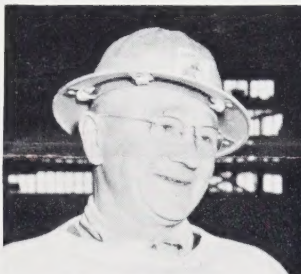
Reider Edison, L&C leadman---"Drink no more, but just as much." We wonder how much the "just as much" is.



Cliff Magnuson, TP order clerk---"Drink less beer and more whiskey." Mixed drinks, hum?



Lars A. Bong, L&C shipwright---"Try to buy a car."



Fred Palo, L&C painter---"I can't think of a good one." Fred speaks for a lot of us.



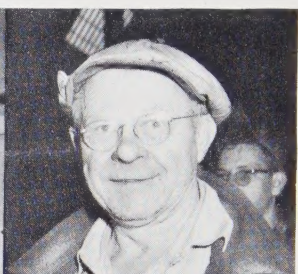
Bill Thompson, sandblast pot tender at Tongue Point---"Too old to give up anything now." Bill says that with a real smile.



Robert Hanberg, L&C rigger---"Try to hold my own."



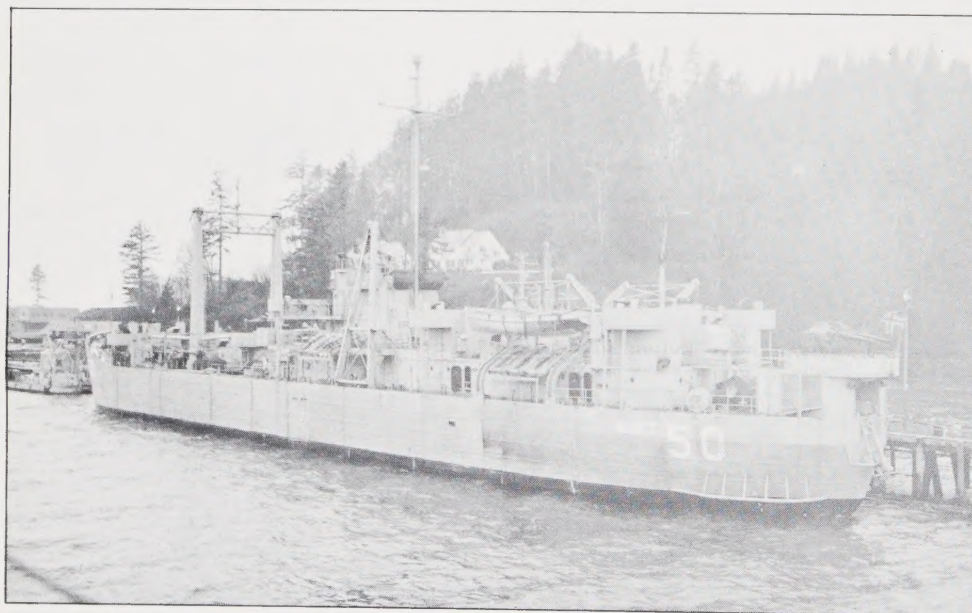
Herb Stewart, L&C fastener, resolved "Not to drink", and



Matt Fiskal, L&C pipefitter leadman, countered with a "More drinks" resolve.

Editors query: Have you kept your resolutions?

NORWEGIAN NAVY SHIP REPAIRED



AMCCO's Tongue Point crew were busy during late December and early January completing repairs to the Norwegian Navy ship, the KNM Ellida. A converted American LST, the Ellida was purchased from the United States in a ceremony at Bremerton Navy yard November 14.

Captain Thomas Jacobsen flew with his crew of 86 men from Oslo, Norway nearly three months ago. They made stops in Sweden, Denmark, Scotland, Newfoundland and New York, where they chartered two planes for their flight to the West Coast.

The Ellida was converted in Seattle to be used for ship repairs, and is equipped for everything but drydocking. She will take part in the NATO forces as the biggest ship in the Norwegian Navy from the standpoint of tonnage.

Construction of a new superstructure was part of the Ellida's conversion program. En route from Seattle to San Diego, the ship developed a few cracks in the welding joining the superstructure to the deck. AMCCO worked on this and other general repairs.

QUADRUPLE CELEBRATION AT McCOYS



Bill and Irma McCoy have four reasons for celebrating over the holidays. On December 23, they observed their anniversary, this year their 34th. Then there is Christmas on December 25, and closely following, Bill has a birthday on the 28th with New Year's three days later.

They were married in 1918 at Fort Morgan, Colorado, after a whirlwind courtship of two months. Both of them had come from Kansas, although they hadn't known each other there.

In 1938 they moved to Bend, and in 1941 came to Warrenton, where they have lived since. Bill worked for AMCCO as a burner during the war, helping with all of the carrier repairs at the Port Docks. From 1943 through 1945, Irma was an AMCCO welder, also at Port Docks.

After the war, Bill tried fishing for a while and then went to work for the City of Warrenton. He returned to AMCCO in March of last year as a welder's helper.

DUSTIN TWINS IN ARMY



Pictured above are Dexter and Douglas Dustin, twin sons of Tongue Point crane operator Lloyd Dustin and his wife Leona. They will be 22 in March. Dexter is stationed in northern Japan. He is a Sergeant in the Air Force and has been in the service since October, 1950, taking his first train-

ing at San Antonio, Texas.

Douglas is an Army Pfc. and has been in since February, 1951. He trained at Fort Leonard Wood in Missouri. Since last February he has been with the Army engineers in Korea, in the 84th engineering battalion. He will soon be home again and will receive his discharge.

The Dustin's also have a daughter, Mrs. Betty Lewis, and a new grand-daughter, Kathleen Jane, who was born to Betty November 13. Lloyd came to Astoria in 1944 with his family from Minnesota. He has worked for AMCCO off and on for the past six years and has been crane operator at the Point since February, 1950. In his spare time, Lloyd makes lamps. He says he gives most of them away, has kept only one or two.

Among their souvenirs, the Dustin's have a number of beautiful Japanese robes sent them by their sons, in addition to an unusual clock and a lovely white silk bed-spread.

STORK VISITS HUHTALAS



George and Ailie Huhtala narrowly missed having a New Year baby. Peter Andrew, weighing eight pounds, five ounces, was born at 4:25 P.M. Tuesday, December 30. The Huhtala's have two other children, Jack, age six, and Jane, who is ten. George is joiner foreman at Lewis and Clark. He's pleased that Peter arrived soon enough to be a 1952 income tax deduction.

DITTMER RETURNS

William J. Dittmer returned to AMCCO early in January to assume his duties as liaison between Philip L. Rhodes Company and AMCCO during completing of AM-428. He had been here in December for the conferences with Naval officials as a representative of Philip L. Rhodes. He has been with Rhodes since 1939, serving as resident engineer on ships designed by that company. He recently completed work on the Owls Head, a City of New York ship.

Mr. Dittmer and his wife will remain in Astoria until the Dash is presented to the Navy.

ELSIE PETERSEN IN NORWAY

From far-away Denmark came a November letter from Elsie Petersen to thank the office girls for her going-away party and gift. Elsie described in detail her trip from Astoria to Copenhagen and her meetings with her sisters.

She wrote, "Next morning we went to Skive and there all my sisters met me; from there to my sister's home where they met me with a brass band. That was too much." At a big banquet, "they played music and each one sang an old time song and drank to my welcome home. They were so happy for me they gave me breakfast in bed. So far today I went to church and met two or three of my school chums.... I find lots of changes in the towns and of course my sisters have gotten older.... a reporter from the paper came over and saw me and had a big write-up in the paper, made the front page. They took my picture and put it in the paper."

Elsie seems to be having a wonderful, well-deserved visit home after 40 years.



LYDIA DORN..RICHARD PAVLAT MARRIED



Miss Lydia Dorn, 1952 Regatta Queen and niece of L & C's Al Rytsala and Mrs. Rytsala, became the bride of Richard Pavlat in morning ceremonies at St. Mary's Catholic church Saturday, December 27. The Rev. Robert Neugebauer officiated.

Al gave Lydia in marriage. She wore a gown of white satin and net and carried a cascade bouquet of white roses. Miss Esther Brunmeier, as maid of honor, wore gold satin with a corsage of talisman roses on a little fur muff.

Miss Barbara Kjos and Miss Janice Mattson were flower girls. They wore pink satin floor-length dresses and carried miniature nosegays.

Best man was Vincent Tadei, and ushers were Jerry Gustafson, Thorvald Lovvold, Phillip Syvanen, Charles Soderberg, Don Wilkenson and Gerald Seagren.

Mrs. Rytsala wore a light blue suit with pink accessories and a pink rose corsage.

After the service, a reception was held in the Amerigon room of the American Legion club.

Lydia and Dick left for a coastal honeymoon. They will live in Eugene, where Dick is attending the University of Oregon.

NEW ORLEANS MEETING

AM builders met January 15 and 16 in New Orleans for their quarterly conference. Commander Ward Peterson of the Tongue Point AIM office and William Dittmer, Philip L. Rhodes Company representative, attended the meeting.

AMCCO officials were too engrossed in the speed-up construction of AM-428 to be able to attend.

AMCCO BIRTHDAYS IN JANUARY



1/1	Lester J. Hill
1/1	Kenneth A. Ruby
1/1	Henry M. Ouchida
1/1	Arthur L. Speke
1/2	Herman Johnson
1/2	Frank B. Langa
1/3	Sievert A. Ramsdell
1/3	Leland W. Robertson
1/4	Larry M. Fiskal
1/4	Beverly Hawks
1/4	James R. Johnson
1/4	Oscar H. Johnson
1/6	Arnold W. Toiven
1/8	Robert G. Black
1/8	John G. Hansen
1/8	Arthur A. Bishop
1/9	Joe L. Martin
1/10	Harry M. Clow
1/11	Oswald C. Niemi
1/12	Celon J. Carlson
1/12	Stanford W. Bradley
1/12	John E. Loughney
1/13	Frank Lapay, Jr.
1/13	Wayland E. Hansen
1/14	Bill Sells
1/15	Guy V. Richards
1/16	Clifford E. Harto
1/17	Robert E. Galer
1/18	James V. Olney
1/19	Wilbur J. Adamscheck

1/19	Lloyd J. Arena
1/19	Vilho Perttu
1/19	Leslie R. Thompson
1/20	William Welch
1/20	Arthur G. Olsvik
1/21	Paul R. Chilcott
1/21	Harvey A. Pilgard
1/22	Julius G. Leppa
1/22	Earl B. Schenk
1/24	Charles M. Hancock
1/26	Oney M. Empo
1/27	James E. Kilby
1/27	Charles A. Thompson
1/28	Lloyd L. Dustin
1/28	Robert W. Joki
1/29	William J. Hayden
1/31	Daniel B. Davis
1/31	Robert E. Ek
1/31	Alden V. Hansen
1/31	Chester J. Beckner, Jr.
1/31	Basil H. Small

New Notes FOR DECEMBER



Name	Badge No.	Occupation
Norman F. Jacobson	593	Electrician Helper
Clyde S. Branthover	591	Shipwright
Gordon R. Roberts	592	Shipwright Helper
Carl J. Pedersen	594	Shipwright
Ahti V. Ojala	595	Shipwright Helper
Harlen G. Larsen	596	Shipwright Apprentice

Name	Badge No.	Occupation
Harold J. Sweeney	600	Pipefitter Helper
Robert K. Brown	599	Shipwright Apprentice
Nathaniel T. Wright	597	Shipwright
William E. Connolly	400	Shipfitter
Loran A. Innis	402	Pipefitter
Glen C. McComber	408	Machinist Helper
John H. Bugg	403	Pipefitter Helper
Laurence E. Baxter	405	Electrician
Alfred E. Bolyard	404	Electrician Helper
Howard Gue	406	Electrician
Harold L. Pilgard	407	Machinist Helper
Waino Kentala	409	Shipwright Helper
Charles E. Samppi	410	Electrician
Edwin A. Parker	401	Shipfitter Helper
Edwin F. Beveridge	414	Machinist
Fred H. Speich	416	Electrician Helper
Jerrold J. Kennedy	413	Electrician
Paul B. McCart	412	Electrician
William V. Gann	415	Shipwright
Matthew V. Ruljancich	417	Pipefitter
Alvin L. Victor	1688	Welder
Andrew Samuelson	1532	Welder's Helper
Betty Christensen	788	Stenographer
Louis I. Wirth	622	Watchman
Armon A. Wasson	418	Pipefitter Specialist
Roy O. Wait	419	Shipwright
Arvi Leppinen	420	Shipwright
Harvey H. Jones	1533	Painter
Robert E. Ek	426	Pipefitter
Stanley T. Walker	536	Electrician Helper
Paul R. Chilcott	425	Laborer
Frank E. Davis	498	Watchman
Mark J. Hillard	421	Electrician
Guy V. Richards	422	Shipfitter
Carl A. Brooks	423	Shipfitter
Olaf Johnson	431	Shipwright
Bill W. Miller	427	Laborer
George W. Weaver	428	Electrician
Wesley J. Anderson	646	Shipwright Helper
Bernard A. Anderson	432	Shipwright
Lawrence A. Heilman	436	Shipwright Helper
Clifford R. Bolkan	435	Shipwright Helper
John H. Sture	435	Shipwright Helper
James McGougan	465	Laborer
Marjorie W. Flatau	957	Payroll Clerk

Richard (Whitey) Schoenborn and his wife Ruth celebrated their 17th anniversary December 26. Whitey is electrician foreman at the yard.



Sec. 34.66 P. L. & R.
U. S. POSTAGE
PAID
Astoria, Oregon
Permit No. 131